S
388.474
M26dps
1981

MONTANA STATE LIBRARY
S 388.474 M26dps 1981 c.1 McCracken
Dillon parking study /
3 0864 00056587 2

3-16-88

254

STATE DOCUMENTS COLLECTION

MAR 21 1988

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

DILLON PARKING STUDY

SEPTEMBER 1981

PLEASE RETURN

Robert M. McCracken
Student Intern
Montana Department of Commerce

I. PURPOSE

The purpose of this study is to examine the current parking situation and use patterns in the Dillon downtown area. This study seeks to identify under-utilized parking areas and those areas where shortages of parking spaces occur. This study attempts to quantify the various elements of parking - such as the amount of overparking, the amount of long-term parking, etc. - in order to provide the base data necessary for public decision making. This study examines the current parking enforcement system and the uses of the revenue it produces. Alternative parking systems are reviewed. Finally, this study examines the provision of parking facilities to meet current and future needs.

II. METHODOLOGY

The study utilized both field and office research. The "interval monitoring technique", as applied by Clete Daily and Associates of Helena, was the selected field method. This method has been used for similar parking studies conducted in Shelby, Missoula, Helena, Billings and Great Falls.

By utilizing this technique, a study area was defined. The Dillon downtown area was selected because it was identified in the Beaverhead Chamber of Commerce Downtown Survey to be the area most critical in terms of need. It was necessary to define the limits of the downtown area for the purposes of this study.

Although standard statistical methods exist for defining the "central business district" of a town, they could not be used because of the lack of detailed land use information. The parking study area was defined and delineated on a map using the following criteria: 1.) The area was in the Original Townsite, 2.) The block face was used at least 50% for commercial purposes, and 3.) The block face was observed to be currently used for downtown parking or was within one (1) block walking distance from Idaho Street. Based on this, the study area boundaries were Helena Street on the north, Montana Street on the west, Reeder Street on the south and Idaho Street and Washington Street on the east (see appendix).

The next step was to do a physical inventory of the available parking spaces within this area. On-street parking spaces and off-street (parking lot) spaces were inventoried. The type and location of the spaces for each block face and each parking lot were listed on separate "field data sheets" (appendix). The breakdown of types of parking spaces shows that 858 parking spaces were inventoried. Of these, 661 were "standard" spaces while 197 were "non-standard" spaces. There were 242 spaces regulated by parking meters.

The actual survey was done on two (2) separate days - Wednesday, July 8, 1981; and Thursday, July 30, 1981. These days were selected to represent a "slow" business day, Wednesday; and a "busy" business day Thursday. This was done in attempt to collect data on days with differing parking demand. The surveyors were each assigned an individual circuit covering part of the study area. Each surveyor began his/her circuit on the half hour, with the first circuit beginning at 9 A.M. and the last at 5 P.M. A field data sheet was used to record the license plate number of each vehicle in the exact place it was parked. Overparked vehicles and illegally parked vehicles were recorded. The data sheet for each block face shows a complete record of the daily parking pattern - who parked where, when and for how long.

III. ANALYSIS AND INTERPRETATION OF DATA

The appendix contains the individual statistical breakdown and note the definition sheet. A summary of the daily results is also included. Most computations were broken down for each block face or off-street lot, but are not presented here because of the massiveness of the data. The author can supply this specific information upon request.

Total accumulation, a measure of the number of vehicles parked, was 2,237 vehicles for Wednesday and 2,252 vehicles for Thursday. Overall, there wasn't much difference in usage between our "slow" and "busy" days. In fact, on-street accumulation was higher on Wednesday than on Thursday. It appears that we coincidentally chose a Thursday which was not very busy. My observations of parking conditions during "Crazy Days", Friday, August 7th, indicate that Dillon does experience much busier shopping days than the "busy" Thursday we surveyed. Nevertheless, the two (2) survey days might be representative of "average" business days and, thus, "average" parking days.

The most heavily used on-street parking area for both days was the west side of Montana Street, between Bannack and Glendale Streets. This is the on-street parking in front of the museum. Other peak accumulation block faces are listed on the summary sheet. The most heavily used parking lot was the Safeway lot, which had a 9 A.M. - 5 P.M. usage of 430 vehicles for July 8th and 502 vehicles for July 30th. The Safeway lot is also used for parking by some downtown workers and most City of Dillon employees.

Idaho Street had the highest accumulation of vehicles. However, people parked longer on Montana Street so that Montana Street gets a larger amount of use as computed in vehicle hours. Much of the long-term parking on Montana Street takes place on the west side of the street between Glendale and Reeder Streets.

Duration and average duration measures how long a vehicle was parked. [1] Duration figures for both July 8th and July 30th, show that 67% of the vehicles were parked on-street for 15 minutes, 14% were parked for 30 minutes, and about 5% were parked for one (1) hour. The street by street breakdown shows a similar pattern. For example, on Idaho Street for July 30th, 81% were parked for 15 minutes and 10% for 30 minutes. The individual block face breakdowns also show a high percentage of short term parkers. The on-street average duration was about 45 minutes for both days. [2] The average duration for Idaho Street was about 33 minutes for both days. For Montana Street, the two (2) day average was about 55 minutes. These duration and average duration figures indicate that the downtown as a whole as well as the main business streets of Idaho Street and Montana Street are getting good use and a high rate of turnover by shoppers. Parking is shorter in average duration in Dillon as compared to average duration of parking in other Montana cities.

[1] These statistics were based on the assumption that if a vehicle was seen on only one (1) circuit, it was parked for 15 minutes. If the vehicle was seen twice, for example at 9 and 9:30, then it was assumed to have been parked 30 minutes. If seen three (3) times, at 9, 9:30 and 10:00, it was parked for 60 minutes.

[2] This figure appears "high" in comparison to the duration percentage due to the effect of a few long-term parkers on the average.

[3] Turnover specifically measures the number of vehicles per stall per day that utilize parking by various types of breakdowns - by street, block face, parking lot, etc. The on-street average for both days was about 3.5 vehicles/stall/day. For both days, Idaho Street averaged 4.9 vehicles/stall/day, while Montana Street averaged 3.3 vehicles/stall/day. Obviously, Idaho Street had the higher turnover. These turnover figures coupled with the short duration figures indicate that the parking spaces were unoccupied for part of the day.

Occupancy relates the amount of actual use of a parking space to the total time that parking space is available to parkers (8 hours, study period interval). If over an 8 hour period, 4 different vehicles park 1 hour each in the same space, the space has a 50% occupancy rate. Conversely, the space is unoccupied 50% of the time. Because the study turnover rates are relatively high and because duration rates are low, the occupancy rates for all breakdowns - by block face, street or study area total - are substantially below capacity. [4] The overall on-street average for both days was 33% which is far below the maximum of 80% - 90%.

---

3. These figures were compiled by Clete Daily and Associates. See "average time period parked" in appendix.

4. If a space has an occupancy rate of 80% - 90% it is considered to be "at capacity". This is because of the time required to park and unpark a vehicle. This assumption is based on other parking studies done by Clete Daily and Associates of Helena.

The busiest block face, the west side of Montana Street between Bannack and Glendale Streets, had an occupancy rate of 51% for July 8th. For both days, Idaho Street had an average on-street occupancy of 34%, while Montana Street averaged 37%. The most important parking lot in terms of number of spaces. overall accumulation, and shopping location (King's parking lot on Washington Street) had an average occupancy rate of only 25% for the two (2) days.

Simply put: The statistics of duration, average duration, turnover and occupancy indicate that there was not any shortage of parking spaces - by block face, street, lot or total study area - on the days we surveyed. Usage was generally about half, or slightly less, of capacity. A few block faces did have usage rates above the daily averages.

To qualify the previous paragraph: It is not clear whether a shortage of parking spaces would occur on a really busy shopping day. The summary sheets (appendix) indicate the so called slow and busy parking days were extremely similar. Another survey day would help to clarify the question of whether shortages occur on particular block faces, but another survey day is beyond our resources. I personally conducted an informal, unscientific (but relevant) observation of the demand for parking during the "Crazy Days" shopping promotion. By counting unoccupied parking spaces, it was possible to get a rough idea of occupancy. In

the area bounded by Montana Street, Center Street, Idaho Street and Glendale Street there was about one (1) unoccupied space available per block face. The informal parking lots in the area were all full. King's parking lot and the city metered lot were full. Parking space was reduced by merchants roping off some spaces to be used as display space. If "Crazy Days" is typical of a busy shopping day and is not merely an atypical shopping event, then the current number of spaces is barely adequate. The area I observed was definitely at capacity.

Overparking is illegal parking where the vehicle is parked without money in the meter. The amount of overparking was substantial. Overall for both days, 40% of those who parked in metered spaces were overparked. Center Street had 63% overparking on July 8th. Most of the overparking was of short duration - from 15 - 30 minutes, although there were some people who were overparked for several hours. Eight vehicles were seen on July 8th to be overparked from the day before (parking tickets on their windshields) and were overparked for additional time on July 8th. These vehicles were probably those of apartment dwellers. The actual average of overparking was probably higher than 40% due to: 1.) Advance publicity of the survey which may have encouraged a somewhat higher degree of meter feeding than normal, and 2.) Several people were observed

running out to plug the meters just before the surveyors arrived. Apparently, they thought the surveyors were meter enforcement personnel. "Beating the system" is a well developed game in which many downtown parkers try to figure out when the meter person is out. Money is put in when the meter person is out and the meters are often ignored otherwise. Apparently, some store employees alert each other by telephone when the meter person is sighted coming down their block.

Downtown businessmen should be concerned amout the amount of overparking, and especially about any long-term overparking. Wilbur Smith and Associates has estimated that, in 1966 dollars, a "well located parking space in a downtown retail area produces gross sales of up to $ 20,000.00. annually". [5] If only 1/4 of the average amount of overparking occurs in "well located" metered spaces and is committed by non-shoppers, then the 52.75 hours of daily overtime parking is costing Dillon downtown businessmen about $150,714.14. per year in gross sales.[6]

---

5. Shelby Merchant Action Plan, Clete Daily and Associates, 1981, from Transportation and Parking for Tomorrows Cities, Wilbur Smith and Associates, 1966.

6. Ibid. Based on a loss of sales of $2,857.14./hour overparked daily one (1) year. 52.75 hours is 1/4 of the average daily amount of overparking (211 hours). The majority of people who overpark were in a space for 15 - 30 minutes -- this indicates that the majority of overparking in accumulated vehicles was done by the shoppers themselves.

The amount of parking in non-standard spaces is one indication of whether or not there is adequate availability of standard spaces. For July 8th, only 5% (69 vehicles) were parked in non-standard spaces. On July 30th, only 2% (35 vehicles) were in non-standard spaces. Most of the non-standard parking occurred in non-critical areas, such as parking in front of (blocking) business driveways and parking in alleys. This survey found that there was adequate parking space available, thus, the amount of non-standard parking was low.

Long-term parking is a measure of parking by downtown workers or residents since shoppers are known to generally park on the average of 30 minutes.[7] Long-term parkers (3 - 8 hours) accounted for an average of 6 1/2% of all vehicles parked on-street. In the city metered parking lot, long-term parkers comprised an average of 33% of all who used the lot. Because parking in an off-street lot is slightly less convenient then parking right in front of the business door, it is preferred that long-term parkers use parking lots so that shoppers can use the on-street spaces. Because shoppers park for short durations, they are generally unwilling to spend much of their time walking to their destination while a person who will be downtown 3 - 8 hours should be

---

7. Helena Parking and Traffic Circulation Study, Clete Daily and Associates.

willing to accept a longer walking distance. [8] The point is that there should have been a much higher usage of the city metered lot by long-term parkers. Many of these long-term parkers were store employees, managers or (apparently) downtown apartment dwellers. The amount of long-term parking in prime spaces averaged 176 hours. This represents a loss in annual gross sales of $502.856.64. [9] Obviously, it is economically advantageous for downtown workers not to park in prime on-street spaces, whether in front of their own stores or someone else's store.

Under-utilized parking spaces, which are not prime spaces for shoppers and which could be used by long-term parkers include: 1.) Both sides of Washington Street between Center Street and Glendale Street, 2.) West Side of Montana Street between Sebree Street and Reeder Street, 3.) Paul Picton's rental spaces at the Southeast corner of Montana Street and Glendale Street, and 4.) Both sides of Sebree Street between Montana Street and Idaho Street - but not in the vicinity of the Post Office. If "behind

---

8. Shelby Merchant Action Plan, Clete Daily and Associates, 1981, page 14.

9. Based on loss of sales of $2,857.14./daily hour of long-term/ year. The higher the occupancy rate, the greater the potential for lost sales from long-term parkers. Because some of those who parked long-term in prime spaces were also overparked, this figure should not be combined with the loss in sales derived from overparking above.

the building" parking is not available, the long-term parker should park in the above spaces. Parking in the city metered lot is not quite so desirable, because the lot is fairly close to the heart of the downtown, but is more desirable than long-term parking in prime on-street spaces.

The vehicle origin data indicates that the number of out of state parkers is greater than those from Montana outside of Beaverhead County. Because we surveyed during the vacation season, this probably is not true all year long. However, tourism is important to Dillon and those who are from out of state need adequate signing, readable street signs and signs which identify public parking lots.

One of the important findings is the extent to which "informal" parking lots are being used (see appendix). There is an average of 38 vehicles using these lots for an average of 88 vehicle hours per day. During "Crazy Days", the Holcumb lot, the "corner" lot, and the railroad siding were completely full (35 spaces total which provide a possible usage for 280 vehicle hours/day). Obviously, these lots are used daily and also serve as overflow parking areas during busy downtown days. These "informal" lots could be developed for commercial purposes in the future, with the possible exception of the railroad siding. All

of the informal lots are well located in the downtown and are commercially viable. When this happens, those people who formerly used the lots will now be parking on-street. Additional parking demand will also be created by the new businesses. A future squeeze or shortage could result, especially on busy retail days. Increases in parking demand are a very real possibility due to: 1.) Normal growth of Dillon's population, 2.) Possible adoption of a plan to contain and encourage new city development in the downtown, and 3.) The possibility that Dillon will experience some sort of oil or mineral related development.

The survey found that there is not adequate off-street parking for downtown apartment dwellers. It is obvious that many of these renters are parking for long periods on-street. It should also be pointed out that there is a considerable amount of vacant floor space, primarily upstairs apartment and office space, in downtown buildings. If these vacant areas are rented out in the future (and they should be), then the number of on-street long-term parkers will increase.

IV. SUMMARY OF FINDINGS FROM FIELD SURVEY

The findings may be summarized:

1. There was not a shortage of spaces on the days surveyed.

2. On a day with parking demand similar to "Crazy Days", in the downtown core, the present facilities would be at capacity.

3. There is considerable overparking - at least 40% (and probably more) of all those parked in metered spaces. The majority of this is short term, 15 - 30 minutes, which indicates that many shoppers overpark regularly.

4. The amount of long-term parking in prime spaces averages 176 hours per day, which is a high figure. Many of these parkers are business managers, employees or apartment dwellers.

5. Long-term and overtime parkers in prime spaces cost the businessman money in loss of sales.

6. Use of informal parking lots is significant - the parkers currently using informal lots will be parking on-street when these areas are developed in the future.

7. There is not enough off-street parking for second story uses (apartments and offices) and there will be a greater problem if the several vacant upstairs apartments and offices are rented in the future.

Based on these findings, it is recommended that:

1. At least one more parking lot should be acquired to provide for future needs.

2. Those businessmen and employees who are currently parking in prime spaces should park in the indicated under-utilized areas and walk that extra block, especially on busy retail days and sale days.

3. Areas behind downtown buildings which are vacant and which are capable of providing any parking at all, should be developed for employee or apartment dweller parking. (Examples: One (1) space available behind the Lobby Bar, one (1) space available behind the Electronic Gameroom, two (2) spaces possible behind Later's and Ed's.)

4. Any unused rentable parking spaces should be identified, rented and used by downtowners. For example, it might be possible to rent a few spaces in the Grace United Methodist Church parking lot, since there are always unused spaces available during weekdays. Also, Paul Picton presently has three (3) unused spaces for rent at Glendale and Montana Streets.

V. THE PRESENT ENFORCEMENT SYSTEM

Due to financial and manpower restraints, the enforcement of overtime parking violations is limited. Ticketing occurs a total of 12 hours from Monday through Friday, with no ticketing on Saturdays. However, through rotation of the meter person's working hours the "threat of getting a ticket" is increased. The Police Department should be commended for its maximization of enforcement, given the restraints.

Police Department figures from December 1980 - July 1981, show that an average of 35 parking tickets are issued daily. The two (2) days of the parking survey indicate that an average accumulation of about 425 vehicles are overparked daily. The average of 35 parking tickets issued accounts for only 8% of all people who overpark. Overall, the user of a metered parking space has a 92% chance that he will not be caught and ticketed if he does not put money in the meter.

Even if a parking ticket is issued the individual can ignore the fine without serious penalties. Although the Police Department tries to collect unpaid fines through the mail, many people simply choose not to pay. Some come in once a year to pay for several tickets at once.

The present enforcement system is based upon two (2) City ordinances and a City Council Motion. Ordinance #273 (May, 1956), provides for a fine of $100.00. for those who fail to pay parking tickets. Also, the ordinance gives the Police Department the authority to impound a vehicle which has received two (2) or more unpaid tickets. Ordinance #279 (May, 1959), sets the maximum parking limits for various streets and makes it illegal to park for over two (2) hours in the "business district". The present parking ticket fine system was established by a motion made by former Councilman Jerry Hawkins in 1977. This motion

was not formally established through a City ordinance.

Some idea of the degree of non-compliance in paying parking fines can be grasped from Police Department figures (appendix). As of July 31, 1981, there is an unpaid balance for Beaverhead County vehicles of $8,640.00. in parking meter fines. This would be about 4,320 separate tickets, based on the assumption that they are all $2.00. tickets. It is my understanding that there are several individuals who have amassed as much as $90.00. (45 tickets) in unpaid parking tickets.

The enforcement of an additional fine and/or impoundment of the vehicle for failure to pay parking tickets (Ordinance #273) is non-existant. It is my understanding, based on a conversation with Dillon City Attorney W.G. Gilbert, Jr., such sanctions against those who fail to pay parking tickets are on very shakey legal ground and are presently unenforceable due to the recent Shea Court Case. In the Shea case, it was ruled that it is unlawful to arrest a person for parking ticket violations, to imprison them, or to impound their vehicle unless the Police Department can prove that it was actually the registered owner of the vehicle who was responsible for the overparking violation. The meter persons do not usually see the culprit, thus, it is very difficult to get sufficient proof.

Two (2) people whom I spoke with to on the street told me literally that the police would have to arrest them and throw them in jail before they would even consider paying any parking tickets.

The simple fact of the matter is that, under the present enforcement system, there are few disincentives for overtime parking because:

1.) To plug the meter costs Forty Cents ($.40) per day (at $.10 for 2 hours) versus Fifty Cents ($.50) for a parking ticket, there is little difference in cost,

2.) Ticketing affects only 8% of the overparkers, thus, the chance of getting even a Fifty Cent ($.50) fine is minimal, and,

3.) There is not enough legal clout to force payment of parking tickets. The questions arise: Is there any better system? Would it be legally enforceable? Could the taxpayers afford it?

VI. PARKING REVENUES

Parking Revenue Cash Flow (appendix) shows how revenue collected from parking meters and parking tickets are used by the City of Dillon. Note that the present enforcement and col-

lection system provides $7,087.89. for City services unrelated to parking. If the present meter system is to be abolished, there is $7,087.89. which will have to be made up from other sources, such as higher permit or license fees, an increased mill levy, or other tax. If the present system is to be modified, a cost/benefit analysis of the alternative should be provided.

VII. POSSIBLE ALTERNATIVES

One (1) alternative to the present meter regulated system is to adopt a "free" system, where one does not pay to park. In a totally free system, there isn't any legal penalty for long-term parkers. Long-term parkers will have to be persuaded not to park in prime downtown spaces. Someone must provide a convenient place for these people to park - off-street lots, spaces behind buildings, or under-utilized on-street spaces.

The City of Shelby, Montana, has such a free system. The system "is internally controlled", which means that a merchant's association "polices" the long-term parkers. The persuasion is economics - long-term parkers cost the businessman money. Shelby, Montana, acquired off-street parking lots before free parking was adopted. Long-term parkers are expected to utilize the lots. Shelby

Community Development Director, Terry Dimock, indicates that the free system is working (see appendix). The Shelby Merchant Action Plan indicates that under the free system, downtowners are not using the off-street lots as much as they should. Al Eulberg, Shelby Chief of Police, told me that identification of a store employee's vehicle was not always easy because the employee might drive a different vehicle on different days.

The benefits of a free system include:

1.) No more hassle or worries about feeding the meters, 2.) Free Parking is a sales tool which downtown merchants can use to compete with strip development or shopping malls, thus, it may help to strengthen the downtown and reduce urban sprawl, and 3.) Since there isn't any enforcement, the Police Department is freed from parking administration problems (such as trying to collect 4,320 unpaid parking tickets) and may concentrate on more pressing matters. In addition, a free system appears to have considerable popular support even when it is explained that the lost City revenues might mean higher taxes or permit fees. [10.] The detriments of a free system include: 1.) It will mean other sources of funds will be needed to replace the $7,087.89. per year which the present system contributes to non-parking related City expenditures, 2.) Self regulation may not work well, especially

---

10. The amount of popular support could be determined through a large sample public opinion poll.

if a merchants association cannot get widespread support from long-term parkers. If long-term parkers (which could include shoppers who decide to park long-term) park in prime spaces, this could end up costing the merchants in loss of sales. City Attorney W.G. Gilbert, Jr., told me that free parking was tried in Dillon 35 years ago, and did not work. It is my understanding that Police Chief Tom Depew holds the opinion that free parking will not work without a two (2) hour parking limit - which would require at least 1 person to chalk tires and issue tickets. In such a case, the system would not be free, and the enforcement costs would be much more expensive. One possibility would be to try a free system for a temporary period (3 months, for example), do a survey to see how it is working, and make the final decision based on the trial experience.

Another alternative is to adopt a two (2) hour parking ordinance, where parking is free for the first two (2) hours after which parking tickets are issued. This system has these benefits: 1.) Since shoppers usually park for 30 minutes or less, it would be nearly as attractive to them as a totally free system, 2.) Penalties would be assessed against long-term parkers, which would provide some turnover, and 3.) The fine system would still generate some revenue for City expenses. Detriments include: 1.) Enforcement by chalking tires on two (2) hour intervals would

necessitate higher Police Department labor costs - 1 full time person would be needed just for that purpose, 2.) Probably the City would not be able to cover the increased labor costs with parking ticket revenues alone (the meter revenues would be lost), and 3.) Without stronger legal sanctions against those who do not pay, compliance with the law would not be better then the present system and the administration headaches would continue.

The third alternative is to retain the present system. Benefits include: 1.) It generates a "profit" for the City of about $7,087.89. annually, 2.) Police Department administration costs are relatively low, and 3.) It does provide some use rationing (its primary purpose). Detriments include: 1.) Enforcement is limited, 2.) There is not adequate legal clout to get the lawbreakers to pay their fines, 3.) The collection of fines is slow, time consuming, awkward and inefficient, and 4.) It appears that the meter system does not have widespread support, although this needs to be quantified.

VIII.PROVISION OF NEW PARKING FACILITIES

The development of the few small vacant areas behind downtown buildings for parking could be economically undertaken by the business or building owners themselves. Usually all that is necessary is to clean the area up, lay down a gravel surface, and sign the area. Everyone of these spaces should pay for itself through the reduction of lost sales to long-term on-street parkers.

The possibility of leasing spaces from the Grace United Methodist Church or other daytime low use lots should be explored by the Chamber of Commerce.

Development of another parking lot is recommended. The "Holcumb House" property, Washington Street at Bannack Street, is by far the most attractive location for a future lot. This property could provide 22 - 26 spaces, depending on design. If increased parking was needed later, a parking garage could be built on this site. An alternative location would be Wilma Stieb's vacant building located directly north of the Senior Citizens Center. This is not as good a location, but it could provide 11 - 13 spaces.

The acquisition and development of one or more lots could be financed through one or more of the following means:

1.) Parking Special Improvement District.

2.) If the present meter collection is retained, funnel parking revenues into a special parking fund to be used to acquire and develop off-street facilities.

3.) Purchase of the property by a Merchants Association. By renting out spaces to workers and renters, the initial investment could eventually be re-captured.

4.) The City could purchase the lots using Federal Revenue Sharing funds. If the funds were not available all in one year, the money could be put into a special parking fund for purchase within a specified time.

5.) The City could issue Revenue Bonds to finance the development. Revenue Bonds cannot bear interest greater than 9% presently. This means that they are not marketable at this time. However, the rates may be increased in the future. The City of Dillon is one of very few cities in Montana which does not have any bonds outstanding at this time.

6.) Create a Dillon Urban Renewal District, as authorized by the Montana Urban Renewal Law. Such a district has the authority to use various funding mechanisms (such as tax increment financing) and legal powers (eminent domain - through

which property can be acquired at fair market value, instead of highly speculative prices) in order to eliminate "blight" and provide for a comprehensive re-development plan.

7.) The Federal Catalog of Domestic Assistance should be consulted to determine if any other Federal programs might provide funds.

If the lot(s) are acquired and developed, it is imperative that they be used by downtown long-term parkers. Whatever the acquisition mechanism, legal agreements could be drawn up such that business owners and apartment landlords would guarantee the rent of "X" number of spaces for a period of several years. This would ensure a minimum "payment" to re-capture the original investment and would help insure usage of the lot.

Finally, the City should adopt a parking ordinance which requires new businesses to provide the appropriate amount of off-street parking. An ordinance has been drafted and studied by the City Council, but has not yet been acted upon (see appendix). There is the potential problem of applying the ordinance too rigidly in the downtown commercial core, where little land is available for parking or where historic buildings would have to be razed in order to comply with the ordinance. If new city lots are developed, it might be possible to reduce the number of

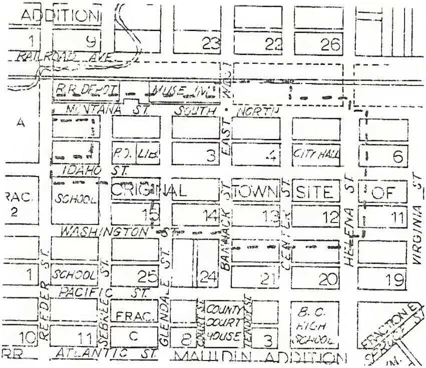
spaces a developer would have to put in, in return for a set fee to be paid to the owners of the lot to retire the debt on the lot.

IX. CONCLUSIONS

The summary of findings from the field survey are conclusions which will not be repeated here. In regards to changing the current parking enforcement system: It is not the purpose of this study to advocate any of the three (3) alternatives, but rather to present evidence for and against each alternative, so that the citizens of Dillon may discuss and decide what _they_ want and how _they_ want to pay for it. The development of a new lot and other parking facilities will insure that adequate facilities are available for future development. The adoption of a reasonable parking ordinance should help prevent future parking shortages, throughout the City of Dillon.

APPENDIX

PARKING STUDY AREA



Study Area Boundary - - -

LICENSE PLATE CHECK FIELD DATA SHEET

CITY Dillon, Mt. DATE 7/30/81 RECORDER Scott Istokey SIDE OF STREET W

ircle
xpired
eters

STREET Montana BETWEEN Center AND Bannack (On Street)

* Parking Ticket *u

CODES: 18/7121, 13T/6161, Complete tag number, C-CANADA, ✓ REPEAT NO, – EMPTY SPACE, N

SPACE AND REGULATION	9	9:30	10	10:30	11	11:30	12	12:30	1	1:30	2	2:30	3	3:30	4
o Pk, Loading	–	–	–	18/3442	–	–	–	–	–	–	–	–	–	–	–
Driveway Pk Lot	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Parallel, 2 Hr. M	–	–	–	Wash/[illegible]	✓	✓	✓	18/8221	18/3420	1/38376	13T/5291	18/7316	18/[illegible]	✓	✓
Parallel Meter Missing	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Parallel, 2 Hr. M	–	18/9083	–	Wash/[illegible]	✓	✓	1/[illegible]	Wash/[illegible]	18/[illegible]	18/4679	13T/[illegible]	✓	–	13T/1000	–
″	–	[illegible]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
″	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
″	18/[illegible]	✓	–	[illegible]	✓	–	[illegible]	✓	–	–	–	–	3/3[illegible]	[illegible]	✓
Parallel Meter Missing	18/[illegible]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Parallel, 2 Hr. M	–	–	–	–	–	–	–	–	–	–	–	[illegible]/3797	✓	✓	✓
″ ″	18/[illegible]	✓	✓	✓	✓	3D/[illegible]	[illegible]	Wash/VP[illegible]	–	–	–	13T/5505	53/733	–	[illegible]/878
Unmarked, X-Walk	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
[illegible]		[illegible]		(Mt 12-2EM)			(?)	12 ✓	41	0	(41)	1½	2		
(N50)	✓ L-P2														

Definitions

1. Measures of number of parkers and demand:

Accumulation - The total vehicles which were parked during the day including those vehicles which were moved around and parked more than once.

Standard Accumulation (SA)- Accumulation in standard spaces.

Non Standard Accumulation - Accumulation in non standard spaces

Metered Accumulation (MA) - Accumulation in metered spaces.

Peak Accumulution Block Faces - The busiest block faces in terms of accumulation

Vehicle Hours (VH)- The total amount of hours of parking. Computed by adding the durations of parking for each vehicle.

2. Measures of duration and utilization of parking spaces:

Duration - The actual amount of time parked for each vehicle. Computed by a direct count of all durations. Expressed as percentage. Seeing a vehicle on only one circuit gives a duration of 15 minutes, two sitings would be a 30 minute duration, 3 sitings is 90 minutes duration, and so on.

Average Duration - The average (arithmatic mean) time parked.

Turnover - The number of vehicles which use an individual space per day. Turnover does not necessarily include the complete act of entering and leaving. Any vehicle making use of a space whether it entered or left during the period of the study is included in the turnover count. If a space has only 3 parkers during the day, then the turnover will be 3 vehicles / stall / day, however, the significance of this is the length of time each vehicle is parked.

Occupancy - Relates the amount of actual use of a parking space to the total time available to parkers (8 Hours in this case). An occupancy rate of 30% means that the space was occupied 30% of the time for the day. Any rate greater than 80% is considered to be "At capacity", because it takes some time for parking and unparking.

Longterm Parking - Parking for 3-8 hours continuously in one space. See Average Time Parked Sheet.

3. Measures of compliance with parking regulations:

Overparking (AVO) - The number of accumulated vehicles overparked. If no money was in the meter, the vehicle was overparked. We did not count signed limited parking areas (i.e. 2 Hr. parking"), only vehicles with expired parking meters.

Parking in Non Standard Spaces - Non standard spaces are illegal parking areas or parking across (blocking) business driveways, on lawns, in alleyways etc.

Number of Parking Tickets - Compiled from Dillon Police Department records.

Other Terms:

Block Face - One side of 1 city block. Montana,between Bannack and Glendale, West is one block face.

Standard Parking Spaces - A "normal," usually striped or marked parking space.

Metered Space - A parking space regulated by a parking meter.

Onstreet Parking - Parking which is located on the street, next to the curb.

Offstreet Parking - Parking in formal or informal parking lots.

Informal Parking Lot - Any area which is used for offstreet parking, with or without the permission of the owner of the property. This type of lot is unsigned (no parking identification), unmarked (no striping for designated spaces), unmetered (no parking meters) and is usually unpaved. These lots are typically located on vacant lots or commercial properties.

Prime Spaces - Those spaces which are strategically located in the downtown core. Generally, those spaces which are metered or which are on metered block faces.

Types of Parking Spaces

Onstreet and Offstreet Combined

Streets	Metered Spaces	Standard Spaces (Metered & Non Metered)	Non Standard Spaces	Total Spaces (Standard & Non Standard
Idaho	57	124	44	168
Montana	85	165	48	213
Center	16	44	16	60
Bannack	27	70	20	90
Helena	13	118	21	139
Glendale	32	35	17	52
Washington	0	92	19	111
Sebree	12	13	12	25
Totals	242	601	197	858

Onstreet Only

Streets	Metered Spaces	Standard Spaces (Metered & Non Metered)	Non Standard Spaces	Total Spaces (Standard & Non Spandard
Idaho	57	84	44	128
Montana	69	110	48	158
Center	16	33	16	49
Bannack	27	45	20	65
Helena	13	25	21	46
Glendale	32	35	17	52
Washington	0	40	19	59
Sebree	12	13	12	25
Totals	226	385	197	582

Offstreet (Parking Lots) Only

Streets	Metered Spaces	Standard Spaces (Metered & Non Metered)	Non Standard
Idaho	0	40	0
Montana	16	55	0
Center	0	11	0
Bannack	0	25	0
Helena	0	93	0
Glendale	0	0	0
Washington	0	52	0
Sebree	0	0	0
Totals	16	276	0

OFF STREET PARKING AREAS SURVEYED

Formal Parking Lots:

Safeway

Kings

State Bank

First Baptist Church

First Northwestern Bank

Dillon City Metered Lot

Reserved Lot (behind the D.I.)

Beaverhead Printers Lot (next to Dillon Public Library)

Informal Parking Lots:

"Corner" Lot (SW corner, Helena at Montana)

Railroad Siding (Bannack at the Union Pacific Railroad tracks, next to the Dillon City Metered lot)

Holcumb House Lot (vacant area west of building)

"Freds" Lot (vacant lot next to Freds Bakery)

Daily Summary 7/8/81

1. Total Accumulation:

1,512	Onstreet
725	Offstreet
2,237	Total

2. Metered Accumulation: 1,083

3. Peak Accumulation Block Faces (Onstreet):
   Montana, between Bannack and Glendale, West (113)
   Idaho, between Bannack and Glendale, East (66)
   Idaho, between Center and Bannack, East (65)
   Idaho, between Bannack and Glendale, West (56)

4. Total Vehicle Hours: 1950.25

5. Duration (Onstreet only):

Total	Idaho	Montana
67% 15 min.	73% 15 min.	59% 15 min.
14% 30 min.	13% 30 min.	14% 30 min.
5.5% 1 hr.	5.4% 1 hr.	6.7% 1 hr.

6. Average Duration:

Onstreet Average	Offstreet Average	Idaho Onstreet	Montana Onstreet
44 min.	65 min.	34 min.	51 min.

7. Turn over (Onstreet):

Total	Idaho	Montana
5.9/vehicles/stall/day	4.85/vehicles/stall/day	3.34/vehicles/stall/day

8. Occupancy (Onstreet):

Average	Idaho	Montana	Bannack	Offstreet City Lot
33%	35%	35%	46% (high)	33%

9. Overparking:

Total Hours	Total Vehicles	%Total MA	%Idaho MA	%Mt.MA	%Center MA
244.7	467	43	41	43	63

10. Number Parking Tickets Issued: 0 (Meter Maid was sick)

11. Parking in Nonstandard Spaces (total): 69 Vehicles, 5%

12. Long Term Parking (3-8 hours): 7% Onstreet Total, 35% City Lot

13. Vehicle Origin:

Beaverhead Co.	Madison Co.	All Other Mt. Co.	Out of State
72%	4%	7.4%	12%

Foreign Country	Motorcycles	Unknown or Govt. Vehicles
.1%	.2%	4%

Daily Summary 7/30/81

1. Total Accumulation:

1,441	Onstreet
871	Offstreet
2,252	Total

2. Metered Accumulations: 1,037

3. Peak Accumulation Block Faces (Onstreet):
Montana, between Bannack and Glendale, West (71)
Montana, between Helena and Center, East (69)
Idaho, between Bannack and Glendale, East (67)
Idaho, between Center and Bannack, East (57)

4. Total Vehicle Hours: 1,075

5. Duration (Onstreet only):

Total	Idaho	Montana
67% 15 min.	81% 15 min.	57% 15 min
14% 30 min.	10% 30 min.	18% 30 min.
5% 1 hr.	3% 1 hr.	7% 1 hr

6. Average Duration:

Onstreet Average	Offstreet Average	Idaho Onstreet	Montana Onstreet
45 min.	55 min.	31 min.	58 min.

7. Turnover (Onstreet):

Total	Idaho	Montana
3.54 Vehicles/stall/day	5.02 Vehicles/stall/day	3.19 Vehicles/Stall/day

8. Occupancy (Onstreet):

Average	Idaho	Montana	Center, Bannack	Offstreet City Lot
33%	35%	39%	41% (high)	35%

9. Overparking:

Total Hrs.	Total Vehicles	%Total MA	%Idaho MA	%MT. MA	%Sebree MA
178	382	37	42	32	54

10. Number Parking Tickets Issued: 16

11. Parking in Nonstandard Spaces (total): 35 vehicles, 2%

12. Longterm Parking (3-8 hours): 6% Onstreet total, 29% City Lot

13. Vehicle Origin:

Beaverhead Co.	Madison Co.	All Other Mt. Co.	Out of State
73%	4.3%	6.7%	11.8%

Foreign Country	Motorcycles	Unknown or Govt. Vehicles
.3%	.6%	3%

Busiest Block Faces (Onstreet)
7/8/81

1) Montana, between Bannack and Glendale, West
Standard Spaces: 19
Accumulation: 113
Overparking: 39 vehicles, 35 %
Duration: 15 minutes 67 vehicles 59 %
30 minutes 20 " " " " 18 %
1 hour 6 " " " " " 5 %
1½ hours 9 " " " " " 8 %
Average Duration: 41 minutes
Occupancy: 51 %
Turnover: 5.85 vehicles / stall / day
Long term Parking: 2 @ 3 hours each, 5 @ 3½ hours each

2) Idaho, between Bannack and Glendale, East
Standard Spaces: 10
Accumulation: 66
Overparking: 2 0, 30 %
Durations: 15 minutes 47 vehicles 71 %
30 minutes 10 " " " " 15 %
1 hour 4 " " " " 6 %
1½ hours 0 " " " " 0
Average Duration: 36 minutes
Occupancy: 50 %
Turnover: 6.6 vehicles / stall/ day
Long term Parking: 1 @ 3½ hours, 1 @ 4hours, 1 @ 7 hours

3) Idaho, between Center and Bannack, East
Stnadard Spaces: 11
Accumulation: 65
Overparking: 29 , 45 %
Duration: 15 minutes 51 vehicles 78 %
30 minuces 7 " " " " 11 %
1 hour 2 " " " " 3 %
1½ hours 2 " " " " 3 %
Average Duration: 33 minutes
Occupancy: 41 %
Turnover: 5.9 vehicles / stall / day
Long term Parking: 1 @ 8 hours, 1 @ 4½ hours

4) Idaho, between Bannack and Glendale, West
Standard Spaces: 11
Accumulation: 56
Overparking: 27, 48 %
Duration: 15 minutes 34 vehicles 61 %
30 minutes 10 " " " " 18 %
1 hour 5 " " " " 9 %
1½ hours 2 " " " " 4 %
Average Duration: 46 minutes
Occupancy: 49 %
Turnover: 5.09 vehicles / stall / day
Long term Parking: 1 @ 3 hours, 2 @ 3½ hours, 1 @ 4 hours, 1 @ 7½ hours

Busiest Block Faces (Onstreet)
7/30/81

1) Montana, between Bannack and Glendale, West

Standard Spaces: 19

Accumulation: 17

Overparking: 26 vehicles, 36 %

Duration

15 minutes	39 vehicles	55 %
30 minutes	15 " " " "	21 %
1 hour	5 " " " "	8 %
1½ hours	4 " " " "	6 %

Average Duration: 44 minutes

Occupancy: 34 %

Turnover: 3.74 vehicles / stall / day

Long term Parking: 2 vehicles @ 4 hours each

2) MOntana, between Helena and Center, East

Standard Spaces: 10

Accumulation: 69

Overparking: 15 vehicles, 22 %

Duration:

15 minutes	50 vehicles	72 %
30 minutes	9 " " " "	13 %
1 hour	6 " " " " "	9 %
1½ hours	2 " " " "	3%

Average Duration: 27 minutes

Occupancy: 39 vehicles

Turnover: 6.9 vehicles / stall / day

Long term Parking: 1 vehicle @ 4 hours

3) Idaho, between Bannack and Glendale, East

Standard Spaces: 10

Accumulation: 67

Overparking: 30 vehicles, 45 %

Duration:

15 minutes	58 vehicles	86 %
30 minutes	4 " " " "	6 %
1 hour	2 " " " "	3 %
1½ hours	0	0

Average Duration: 25 minutes

Occupancy: 35 %

Turnover: 6.7 vehicles / stall / day

Long term Parking: 1 @ 5 hours

4) Idaho, between Center and Bannack, East

Standard Spaces: 11

Accumulation: 57

Overparking: 26 vehicles, 46 %

Duration:

15 minutes	47 vehicles	82 %
30 minutes	6 " " " "	11 %
1 hour	2 " " " "	4 %
1½ hours	0	0

Average Duration: 31 minutes

Occupancy: 34 %

Turnover: 5.18 vehicles / stall /day

Long term Parking: 1 @ 5½ hours, 1 @ 8 Hours

Amount of Overparking
7/8/81

Total Expired Meters (EM)

Street	Expired Meters (Hours)	Full Spaces/Day "Lost" to Overparkers
Idaho	87.25	10.9
Montana	6.5	8.1
Center	26	3.25
Bannack	33.75	4.2
Helena	8.5	1
Glendale	14.75	1.8
Washington	0 (No Meters)	0
Sebree	9.50	1.1
Totals	244.75	30.35

If a vehicle was seen overparked for only 1 interval, it was assigned a time of 15 minutes

Overparking in Metered Spaces

Street	Number of Accumulated Vehicles Overparked (AVO)	% of Overparking $\frac{AVO}{MA}$
Idaho	125	41
Montana	150	43
Center	39	63
Bannack	58	44
Helena	20	53
Glendale	46	34
Washington	0 (No Meters)	0
Sebree	29	45
Totals	467	43

Amount of Overparking
7/30/81

Total Expired Meters (EM)

Street	Expired Meters (Hours)	Full Spaces/Day "Lost to Overparkers
Idaho	51.5	6.4
Montana	66	8.3
Center	9.25	1.2
Bannack	18.5	2.3
Helena	3	.4
Glendale	20.75	2.6
Washington	0(No Meters)	0
Sebree	9	1.1
Totals	178	22.25

Overparking in Metered Spaces

Street	Number of Accumulated Vehicles Overparked (AVO)	% of Overparking $\frac{AVO}{MA}$
Idaho	126	42
Montana	105	32
Center	14	26
Bannack	42	31
Helena	11	30
Glendale	50	41
Washington	0 (No Meters)	0
Sebree	34	54
Totals	382	37

Long Term Parking in Onstreet Prime Spaces *

7/8

Street	# Vehicles Parked Long Term in Prime Spaces	Total Hours of Long Term Parking in Prime Spaces
Idaho	12	60
Montana	8	30
Center	4	18.5
Bannack	11	52
Helena	1	3
Glendale	4	21.5
Washington	0 (none prime)	0
Sebree	0 (none prime)	0
Totals	40	185

7/30

Street	# Vehicles Parked Long Term in Prime Spaces	Total Hours of Long Term Parking in Prime Spaces
Idaho	6	35
Montana	7	30
Center	6	27
Bannack	10	54.5
Helena	0	0
Glendale	6	19.5
Washington	0 (none prime)	0
Sebree	0 (none prime)	0
Totals	35	166

* Any non-Beaverhead County long term parker was not counted because we are interested in downtown employees and apartment dwellers. Long term out of town parkers may be in town for extended shopping or business trips. If the vehicle had no license number, it was not included.

Usage of Informal Parking Lots
7/8 and 7/30

1. "Corner" Parking Lot, S.W. corner of Montana and Helena
(Next to Ice Machine)

7/8	7/30
Spaces: 10	Spaces: 10
Accumulation: 10	Accumulation: 19
Vehicle Hours: 23.5	Vehicle Hours: 59.5

2. Washington, between Helena and Center, East
(Vacant lot next to Fred's Bakery)

7/8	7/30
Spaces: 14	Spaces: 14
Accumulation: 10	Accumulation: 9
Vehicle Hours: 10.25	Vehicle Hours: 9.5

3. Bannack, between Idaho and Washington, South
(Vacant lot, part of the "Holcomb House" Property)

7/8	7/30
Spaces: 12	Spaces: 12
Accumulation: 7*	Accumulation: 8
Vehicle Hours: 11.25*	Vehicle Hours: 8.25

*Surveyor missed this lot ½ of the survey day, thus, these figures are probably 50% lower than the actual usage.

4. Bannack, between R.R. Tracks and Montana, North
(Railroad siding west of the city metered lot)

7/8	7/30
Spaces: 13	Spaces: 13
Accumulation: 7	Accumulation: 6
Vehicles Hours: 26.5	Vehicle Hours: 27.5

Totals

7/8	7/30
Spaces: 49	Spaces: 49
Accumulation: 34	Accumulation: 42
Vehicle Hours: 71.5	Vehicle Hours: 104.75

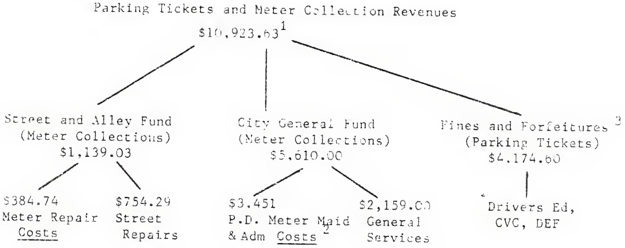
Unpaid Parking Tickets
Thru July, 1981

Ledgered (Beaverhead Co. License)	$8,238.00
Not Ledgered (Beaverhead Co. License)[1]	$ 402.00
Out of County	$1,302.00[2]
Total	$9,942.00

1. Not counting any tickets issued in August

2. Based on the assumption they are all $2.00 tickets. Some are $5.00 tickets, but the majority are $2.00 fines. From Dillon Police Department records.

Parking Revenue Cash Flow (Estimate)



Total Parking System Revenues	$10,923.63
Total Parking System Costs	$ 3,835.74
Net "Profits" for Non Parking Programs	$7,087.89

1. Based on Police Department figures for June,1980-May,1981.

2. Projected cost for this physical year. Last year (1980) meter maid salary was not broken down individually since she was a full time employee who split her time between various duties.

3. This revenue is not broken out like this when the revenues are transferred from the Police Department to the City. All types of fines and bonds as well as parking tickets are all lumped together. This is estimated revenue.

AVERAGE TIME PARKED

PURPOSE	MISSOULA	BILLINGS	GREAT FALLS
WORK	3 hr. 51 min.	2 hr. 49 min.	2 hr. 52 min.
BUSINESS	56 min.	31 min.	32 min.
MEDICAL & DENTAL	–	56 min.	–
SOCIAL & REC.	–	1 hr. 16 min.	–
EAT MEALS	–	52 min.	–
SHOPPING	39 min.	45 min.	39 min.
SERVE PASSENGER	–	17 min.	–
OTHER	56 min.	1 hr. 21 min.	1 hr. 10 min.
ALL PURPOSES	1 hr. 26 min.	1 hr. 20 min.	1 hr. 3 min.

This information courtesy of Clete Daily and Associates, Helena, Montana

City of Shelby

Box 743 Shelby, Montana 59474
Phone (406) 434-~~2222~~ 5257

August 28, 1981

Mr Robert McCracken
City Hall
125 N Idaho
Dillon, Montana 59725

Re: Shelby Merchants Action Plan

Dear Mr. McCracken:

As per your request, I've enclosed a copy of the City's parking meter revenues report for your information. As you can see the meters were discontinued on the streets prior to removal from the lots. The revenue generated was retained to support the parking district and retire revenue bonds used to develop two off-street parking lots.

The City now has an internally "controlled" free parking policy, which our survey results indicate that it is working. Only continued marketing promotion, public awareness and merchant cooperation has been necessary for parking space turn-over.

I trust this will help. Good luck in your planning process.

Sincerely,

T.E. Dimock, Director
Community Development

TED:ms

Enc

EQUAL HOUSING OPPORTUNITY

EQUAL OPPORTUNITY EMPLOYER

City of Shelby

P.O. Box 743
Shelby, Montana 59474

OFF OF: City Clerk

DATE: April 1, 1981

SUBJECT: PARKING METER REVENUES

FISCAL YEAR	LOTS	STREET
1977-78	757.50	
1976-77	939.00	45.00
1975-76	730.50	
1974-75	671.50	
1973-74	680.50	22.50
1972-73	650.00	75.00
1971-72	677.50	127.50
1970-71	762.00	135.00
1969-70	584.48	288.00
1968-69	1,111.00	4,902.77
1967-68	1,111.51	4,197.20
1966-67	2,321.57	4,407.00

Note: All parking meters in the lots were discontinued in April of 1978. Street Parking Meters were discontinued prior.

Dillon, Montana
Proposed Ordinance

OFF-STREET PARKING

INTENT

The intent of this ordinance is to reduce traffic congestion and the need for parking on public streets and hazards caused thereby, and to provide off-street parking adequate for each type of development in terms of both quantity and location.

DESIGN

Off-street parking required for uses herein specified shall be for use only by vehicles of employees, customers, and residents of the activity served.

1. Location - Off-street parking as required by this ordinance shall be located as specified herein.

   A. Single-family dwellings: On the same lot with the dwelling they are required to serve.
   B. Multi-family dwellings: On the same lot with the dwellings they are required to serve.
   C. Hospitals, sanitariums, apartments, rooming and boarding houses, fraternity and sorority houses: Within 100 feet of the use to be served.
   D. Commercial and industrial zones: Within 300 feet of the use they are required to serve.

   Where a distance is specified, such distance shall be measured by a straight line from the nearest point of the building such parking area is required to serve.

   Such off-site parking areas must be accessible by a public street or alley and shall be owned or leased by the owner or leasee of the building being served by such parking and such parking lot shall have a recorded land covenant requiring such land be maintained as a parking lot so long as the building and/or use served is in operation or another suitable parking area is established to the satisfaction of the building official.

2. Size - An off-street parking space shall be at least ten (10) feet in width and twenty (20) feet in length (except 30 degree angle parking may be nine (9) feet in width), exclusive of access drives, yards, or ramps. Such spaces shall have a vertical clearance of at least seven (7) feet.

   Where more than three off-street parking spaces are required, the parking area shall be arranged according to one of the four designs outlined in Figure 1, Page 4.

3. Plans - A plan of the proposed off-street parking facility shall be submitted along with the application for a building permit for the building the off-street parking is required to serve. Said plan shall clearly indicate curb cuts, lighting, landscaping, construction details, fencing and other features which may be required by the Building Official and/or City Engineer.

4. Construction - All permanent off-street parking spaces and access areas thereto shall be paved, except parking areas for single-family dwellings which may be surfaced with coarse gravel (3/4" - 1½"). All off-street parking areas shall be designed and constructed to allow proper drainage.

5. Screening - Any parking area built to serve any commercial or industrial use with ten or more parking spaces shall be effectively screened by a decorative wall or landscaping from adjacent property zoned residential.

   Any use having more than 3500 square feet of required permanent parking shall have two percent of the gross parking area landscaped with suitable trees and/or shrubs having a low profile. Such landscaping shall be in place before occupancy of the building or use being served.

   If, due to climatic conditions, the parking area cannot be improved as prescribed, a written request for an extension of time shall be submitted to the building official. Said extension may then be granted for a time period not to exceed nine months.

6. Lighting -- Lighting used to illuminate a parking area shall be arranged in such a manner that it will not be a hazard to passing motorists or constitute a nuisance of any kind. Where said parking area is within 150 feet of any property classified as residential by this ordinance and where the parking area is directly visible by the residents within 150 feet illuminating devices shall be shaded in a manner that would direct the light away from the residential property.

COMBINED OCCUPANCIES

Where two or more uses are combined in one development, the total parking spaces shall be the sum total of the spaces required for each individual use. Off-street parking for one use shall not be considered for joint use as hereinafter specified.

JOINT USE

The Zoning Commission may authorize the joint use of off-street parking facilities for the following uses or activities under the conditions specified.

1. Up to 50 percent of the required off-street parking for primarily "nighttime" uses such as theaters, bowling alleys, bars, supper clubs may be supplied by the parking requirement for primarily "Daytime" uses such as banks, offices, retail and personal service establishments.

2. Number 1 above may reversed so that parking for "daytime" uses may be used for "nighttime" activities.

3. Up to 50 percent of the parking facilities required by this section for churches or auditoriums may be supplied by the parking facilities

provided for uses primarily of a daytime nature. Where joint use is desired, an application shall be made to the Zoning Commission. Said application shall contain proof that there will be no substantial conflict in the principal operating hours of the two buildings or uses for which the joint use is proposed; that all other conditions within this section are met; and legal documents executed by the parties involved in the joint use guaranteeing use by both parties. Said legal document shall be approved by the City Attorney and recorded with the County Clerk and Recorder.

SPACES REQUIRED

The following number of off-street parking spaces per use are required in all districts:

1. Single and multi-family - one space per unit.*

2. Apartments - one space per unit.

3. Rooming and boarding houses - two per dwelling unit plus one per rooming unit.

4. Fraternity and sorority houses - three per each five residents or one per each 200 square feet of gross floor area whichever is greater.

5. Hotels and motels - one space per each room for rent.

6. All commercial uses - the number derived by multiplying the factor in the following Parking Factor Table by the total square footage in thousands in the building and shall be figured to the nearest single place decimal:

*One space as required may be within the driveway area.

EXAMPLE:

#1 Bank building - 2250 square feet

(Table Factor is 4.5)

2.2 (square feet in thousands) times 4.5 (table factor) = 9.9 or 10 parking spaces.

#2 Medical Office Building - 3125 square feet

(Table Factor is 3.8)

3.1 (square feet in thousands) time 3.8 (table factor) = 11.78 or 12 parking spaces.

7. All industrial uses - one space per each two employees or combined employment of the largest successive shift or a factor of 1.4 times the square footage of the building in thousands (figured as shown above) whichever is greater.

PARKING FACTOR TABLE

USE	FACTOR
Auto and equipment sales	1.0
Auto service, tire service, body shops and plumbing - heating and electrical shops	4.0
Bowling alley and similar entertainment enterprises	6.5
Churches	50.0
Department and clothing stores	2.5
Drive-ins	20.0
Furniture stores	1.0
General business - #1 - grocery & drug stores, sporting goods, hardware and variety stores	3.6
General business - #2 - motor supply, paint stores, bakeries, upholstery and mail order houses	1.5
Medical offices, clinics and hospitals	3.8
Offices, banks, utility companies, barber and beauty shops	4.5
Public eating and/or drinking establishments	8.0
Theaters (excluding outdoor)	30.0

FIGURE ONE PARKING DIAGRAM